Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

W. N. ARMSTRONG, EDITOR.

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"SQUATTER SOVEREIGNTY."

In determining whether Kansas should be a free or a slave State, shortly after the year 1850, there was a bitter conflict between the Northern and Southern men in Congress over the policy which Congress ought to pursue on the subject. Stephen A. Douglas, afterwards Mr. Lincoln's opponent for the office of President, was a Senator from Illinois, and as a measure of compromise, urged that it was not for Congress to determine whether Kansas should be a free or a slave State, but that it should be determined by the settlers themselves. In this settlement John Brown took a leading part. This method of disposing of the matter was called "Squatter Sovereignty." It was a lawless way of building up homes on the prairie, for it was the law of the rifle, the law of might, which gave to the man who staked off a piece of government land the right to hold it without any regard to the rights of his fellow countrymen.

Senator Douglas would have been surprised, if he had been told that about fifty years later, a band of orthodox squatters would suddenly appear in Hawaii and proclaim the same sovereignty on the slopes of Mauna Loa. This strain of settlers scatter over the vast area of the public lands, after the manner of the Canada thistle. They have no right whatever to occupy any public lands which have not been surveyed and thrown open to settlement, but they trust that a good natured Congress will, in providing for the opening up of such lands for occupation, declare that "actual" settlers shall have the first selection. This has been repeatedly done in the new territories. The indifference of the public, the cheapness of lands, the popular feeling that every one should have a home, the fact that the squatters have votes, has permitted this loose disposition of public lands. During the later years, however, this practice has been largely checked, and in some cases, especially on the Indian lands, the Federal troops have driven off the squatters.

This is the game that has been opened on the island of Hawaii. It will be defeated, of course, because the game is exposed.

The President's order, suspending the sale of lands, and asserting the title of the United States to all public property, was made at the instance of the squatters, who misrepresented the facts in the case. The local journal which rejoices in the President's order, becomes naturally the "Squatters' Bugle," and appears to be pleased with the movements of these marauders. It is necessary for the local government to resist any infringement of the local or Federal laws by these land grabbers. This attitude is quite sufficient to bring the Squatters' Bugle to the front, and make it play the Squatters' march, a tune which will be invariably followed by the stirring music, "Anything to beat the Dole Government."

Any attempt to defeat a general squatting on the public lands of the island of Oahu, will naturally be denounced as "un-American," of course. It might even be regarded as a patriotic act if the Squatters' Bugle would itself squat on Emma square, and so obtain a title to it by occupation and use. Water finds its level. So does journalism. Even the thieves of London have an "organ."

INTERPRETING THE LAW.

The interpretation of the meaning of the doubtful provisions of the Newlands' Resolution, so far as they affect individual rights, must be made by the Federal Courts, whenever established here.

The President's interpretation of them may be binding on his appointees and agents, but is not binding upon any citizen, so that he is excluded from recourse to the courts.

There are no Federal Courts established in these Islands, and therefore, the provisions of the Newlands' Resolution cannot be reviewed at present.

If the President should modify, or even reverse his order regarding the sale or disposition of public lands, the rights of a citizen or resident would not be affected. The Resolution itself does not confer on the President the right to determine whether or not public lands may or may not be disposed of. He is, of course, empowered, as the Supreme Executive, to enforce the laws. But he still remains subject to the decisions of the judiciary as the sole power which can authoritatively decide what the laws mean.

The Resolution invests the title to the public lands in the United States. This absolute ownership includes the public squares and streets. Any law student knows that a disturbance of the soil in a street, an excavation, by any person who is not the owner of it, is a trespass. The erection of a post on public land is also a trespass, unless permission by the owner is given to erect it.

But the Newlands' Resolution also directs that the municipal laws shall be enforced, if not inconsistent with the provisions of the Resolution. In taking over the public property to the Federal Government, there was, unfortunately, no reservation of any power whatsoever in the local government, either to dispose of lands, or even to regulate streets, or improve public squares. The local government at the time of annexation asked the President if he construed the act to reserve in its officers the power to dispose of public lands, and he responded substantially, that the power to do so was retained. The late opinion of the Attorney-General caused him to change his mind.

But if the Attorney-General had given an opinion that the local government had the power to dispose of public lands, or open streets and roads, this opinion would not bind the courts. They will make their own interpretation of the meaning of the Resolution and their interpretation binds the President.

As the President does not desire to embarrass the people of this territory, he will probably modify his recent order, at least so as not to bind the hands of the local government in the making and use of roads. The Attorney-General did not see the far reaching force of his opinion. The local government is not injured by the President's order but many citizens are seriously involved.

As the President's orders do not make settled law in the case, the enactment of a territorial law by Congress is earnestly desired. The suspension of work by the Hilo and Kohala railway company, because, under the order, the local government cannot grant a right of way over public lands, is sincerely regretted on all sides. The only rejoicing over this suspension is displayed by the squatters and the Squatters' Bugle.

THE TAGALOS.

Mr. Ferdinand Blumentritte, of Holland, refers in the Popular Science Monthly to the relations of the Filipinos with the Spaniards and creoles. He is familiar with the subject and as an independent and careful writer, is entitled to consideration. He says the Filipinos resemble the Japanese more or less in features, and "even excel them in a moral respect." The school statistics show them to be superior to their former Spanish lords. They have no larger percentage of illiterates than Spain, of those who cannot read and write. He quotes a bishop who was astonished to find in the islands villages hardly a person who could not read and write. He says: "The pressure of the colored people towards the higher studies and the special schools far exceeds the percentage which one would anticipate from their proportion to the whole population." The professions of medicine and law in Manila have been crowded with Malays and Mestizas. Luna, a Filipino artist, residing in Paris, was commissioned some years ago by the Spanish Senate, to paint a portrait of Boabdil Surrendering the keys of Granada to the Catholic Queen. Aguinaldo's War Minister Luna, is pure blooded Malay and a brother of this artist. He studied in Spain and in Paris under Pasteur. He is a brilliant writer, besides, and his style has been compared to that of Maupassant.

Even those who are in favor of beneficent expansion, and sustain the President's war policy, are inclined to believe that there has been an error committed in the Philippines by hasty action, and ignorance of the actual conditions prevailing there. The error is in assuming that the Tagalos are savages, and should be treated as such. That they should mistrust the Americans, at the close of the Spanish war is natural enough, after they have read "A Century of Dishonor," which describes the treatment of the Indians by the Federal Government, and sets forth the statement made in the American Senate, that "every treaty made with the Indians has been broken," or they recall Mr. Beecher's denunciation, that "the treatment of the Indians by the American people called for the vengeance of God."

Intelligent Filipinos reading American history would naturally hesitate to confide in the Americans.

Gen. Harrison J. Otis, the editor of the Los Angeles Times, who is a staunch Republican, who was a conspicuous candidate for Secretary of War, and has served in the Philippines, says in an article republished in this paper yesterday, that the blunder of Consul Wildman of Hongkong, "has cost the nation hundreds of precious lives and untold millions of dollars."

If he is correct, we are killing off the Filipinos through a misunderstanding.

We have confidence that the President is doing the best he can do, under the circumstances: If life and vast treasure is wasted by reason of an error, it only shows that the climb of the nation up the greased pole of perfection is not as rapid as it should be. The killed Filipinos and Americans are merely the human sacrifices which are laid upon the brians or altars of evolution.

THE MISSIONARY SUCCESS.

The Friend publishes some valuable statistics about the descendants of the early missionaries which is reprinted in another column. There are now living 300 children and 421 grandchildren. The statement that eight of the children are now engaged in Foreign Mission service is not correct. They reside here, with one or two exceptions, in the land of their birth, and among their relatives and friends. This is not Foreign Mission service. That service is distinct and involves special self-sacrifice.

The Friend, in alluding to the third generation of the missionary stock, says: "But that generation is not as near to the old missionaries and hence is, perhaps, less imbued with their spirit."

This statement is significant. It compares the spirit of the third generation with that of the first generation, and intimates that the Christian blood of the third is rather thin. And why? This is the subject which the Advertiser urges should be boldly and thoroughly discussed. There should be the strongest light cast upon it. The Friend, and good people, following the example of the Friend, shrink from discussing these questions as if they were dangerous." But it is the sincere, the earnest discussion of the difference in "spirit" between the first and third generations of missionaries, which will bring out the truth and designate better methods of reforming the world.

The old New England farmer refused to discuss agricultural science, and stoutly claimed that he had nothing to learn from the scientists. He lived and died in ignorance of the rich vegetable and floral kingdom that lay unseen at his feet, and was "gathered" after three score years of a pork-and-beans diet.

There is this same tendency manifested in the discussion of the missionary problem.

To admit that the third generation of the missionary stock may be less imbued with the "spirit" than the first generation, as the Friend intimates, is to admit that the world, here at least, is moving backwards. Now that is a proposition which involves practical atheism. Science points steadily in one direction, that is, to the evolution of all things in which there cannot be any backward step. The third generation is "better" than the first. Goethe said that he was an infidel who said that the movements of Christianity were ever reversed. And every school boy reads in Tennyson,—

"And one far off divine event,
To which the whole creation moves."

If the third generation has not a better spirit than the first, the affairs of the world are in a muddle.

There is right and justice in the charge that many of those who should be foremost in discovering and adjusting the best and broadest methods of advancing the Kingdom, are, like the old New England farmers, unwilling to move, and are even unconsciously approving of the atheistical proposition that the Kingdom is hardly able to hold its own, at least, in the third generation of the old missionary stock.

Even the scientists, rejecting creeds and dogmas, know that the principles taught by Christ are prevailing more and more every year, but they do not manifest themselves in the forms, and creeds, and rituals which so many of the "old timers," unfortunately, believe to be vital. Mr. Longstreth, the venerable and philanthropic Quaker of Philadelphia, takes a train load of poor mothers and children out of the stifling tenement houses of the city, for an airing in the country on Sundays. He may not be imbued with the "spirit" of his good ancestors who kept the airing to themselves. But there is a strong suspicion about that his conduct helps the coming of the Kingdom.

If there is any measure of truth in the Friend's suggestion, the fourth and fifth generations will be a sad lot and their loss of "spirit" can only be restored by some powerful patent medicine.

THE DEWEY RECEPTION.

Goldwin Smith, an Englishman, tells the Americans that he does not approve of the Dewey celebration, because it is a grand jubilee of a victory by a splendidly equipped fleet over a miserable Spanish fleet, poorly armed, poorly manned, and so badly managed that with its best work, the American fleet suffered no harm. He calls it the celebration of the victory of a giant over a sick baby.

No doubt, Goldwin Smith states the facts correctly, but he fails to disclose the mixed motives which created the celebration. Underlying the movement was the feeling that Dewey's victory was the violent close of Spanish misrule. Unless that feeling had existed, the majority of the American people would have declined to permit it. It was the celebration of the moral and not the physical triumph. The people kept their eyes on the dead Spanish tyranny, and not upon the dead and mangled Spanish sailors, who had been drafted off in Spain to man the aimless guns. Perhaps there is still some spirit of the savage in our civilization, the admiration of the winner of a prize fight, the love of excitement which the tender Spanish woman displays over a bull-fight, the impartial interest taken by the farmer in a fight between a snake and a skunk. This sentiment arises on our human and not our divine side. Probably Christ, if he had been in New York city, would not have accepted a reserved seat on the grand stand, because the Spanish living and the Spanish dead were His children, and he always displayed what some of his Anglo-Saxon children would call a "weakness" for the erring. And it is also, probable, that thousands, if not millions of educated Americans would, if asked, have preferred to see the curtain fall forever upon the bloody execution of political justice upon the miserable Spaniards in Manila bay. They dislike the sword dance. They would shrink from attending an Indian war dance, when the warriors swung the scalps of their enemies in the air.

But the nation is young and lusty, and hates oppression. The age of skyrockets, and thundering noises, and spectacular effects, has not passed. One man meditates in silence over the achievements of American civilization. Another man "meditates" by waving the Flag, exploding powder and sitting down to a big dinner.

Goldwin Smith, though one of the best teachers of our times, must permit us, for the present at least, to do our celebration of an important historical incident, in our way, even if it is not his way. There may be some moral inconsistency in it, but we are worms of the dust, and not philosophers.

REGISTRATION OF VESSELS.

The Federal Attorney-General does not agree with the Territorial Supreme Court in its views regarding the registration of foreign vessels in this Territory. The Supreme Court relied, among other things, upon the opinion of Chancellor Kent, one of the highest legal authorities, which regarded a ship's registration as an act which was governed by the municipal laws. Congress declared that our own municipal laws should remain in force and the Supreme Court followed this opinion of Judge Kent.

But the Attorney-General explains and extends the doctrine laid down by Judge Kent and holds that the registration of a vessel is an international act, and one which involves sovereignty. As these Islands are no longer sovereign, but a part of the United States, which is sovereign, there can be no registration of foreign vessels here. He holds, therefore, that the registration laws of Hawaii have been repealed by the Newlands' Resolution. This view is probably the correct one, though it is not free from difficulties.

OUR RIVAL-THE BEET.

In the protective tariff which makes the sugar industry of Hawaii so profitable lies our danger in the future. Admitting that protective tariffs are, on the whole, beneficial for the quickest development of the American industries, they tend to foster over-production, and, as many believe, encourage the making of trusts. This is the view which Mr. Havemeyer of the Sugar Trust takes, but it is stoutly disputed by the Protectionists.

It is certain, however, that the protective tariff on sugar is the main cause of the considerable growth of the sugar beet industry, in several States and the rapid growth of the sugar cane industry in the gulf States. The protective tariff is substantially the bounty which has already increased the sugar beet production in 1898-99 to 4,977,471 tons, as against a sugar cane product of 2,995,781 tons. At the same time, some allowance must be made for the great decline in Cuba of the sugar cane product.

The protective tariff operates in two ways. On the one hand, it tends to encourage the cultivation of the sugar beet, by making it immediately profitable. On the other hand, it is a vast industrial school which is gradually educating thousands of farmers in the ways and methods of producing the best beet at the lowest possible cost. Just as in the manufacturing enterprises, the object of the managers is to contrive, invent and adopt labor savings machines, so the tendency in producing agricultural products is to avoid the use of manual labor. Many inventive minds will discover ways of cheapening the cultivation of beets. One of them seriously suggested in one of the Minnesota papers is, to take women and especially children, from the large towns and cities and by rapid and cheap transit, place them in the best fields whenever they are wanted. If they are well cared for, and transportation is furnished by the beet raisers, a large and sufficient supply of labor can be had without difficulty. As the population of the towns increases, there will be a larger number each year of cultivators to be found. This scheme is suggested, because the hop-picking in the State of New York requires every year some thousands of hands, and these are obtained from the towns and cities.

THE AUTOMOBILE.

There was an unusual display of excitement in the highest horse and mule circles, on Sunday, at the appearance of an automobile. Some of them regarded it as a reflection on their capacity to fulfil their humble mission on earth. But the "horse reporter" declares that the mules of the tram-cars, were as greatly delighted over it, as the Squatters' Bugle was delighted over the President's order stopping the land sales, and the arresting of public improvements. The mules and the organ manifested a common joy; the mules in the movement to "beat the Tram Company;" the organ in the movement to "beat the Dole Government." Both were governed by a similar and lofty motive to "beat" something.

Gen. Sherman disliked war correspondents. In his memoirs, he speaks of them in this way: "Newspaper correspondents with the Army, as a rule are mischievous. They are the world's gossips, pick up and retail the camp scandals and gradually drift to the headquarters of some General, who finds it easier to make a reputation at home than with his own corps or division. They are also tempted to prophesy events and state facts which, to an enemy, reveal a purpose in time to guard against it. Moreover, they are always bound to see facts colored by the partisan or political character of their own patrons, and thus bring Army officers into the political controversies of the day." General Democracy is the superior officer of every general in the field. He insists on knowing about the movements of his armies, even if he generously shares the information with the enemy.

THIRTY BURNED TO DEATH.

Colombian Steamer Montoya Destroyed—Ex-Minister Lost.

PANAMA, Sept. 28.—The Colombian transport line steamer Montoya was burned on Magdalena river a week ago and thirty passengers perished in the flames. General Julio Reugifo, at one time Secretary of the Treasury in Colombia and again Minister to Ecuador, was among the number burned to death. One woman also perished in the fire.

According to advices received here today on the steamer Lafayette, the steamer Montoya left Honda, which is high up the river, on September 17. Fire broke out late at night after most of the passengers had retired. The fire started in the storeroom and burned with a rush. The passengers were quickly roused and heroic efforts were made to save all.

There were several military officers aboard, and they joined in the rescue work. The flames spread speedily, however, and but twenty out of fifty passengers were saved. Several of the thirty lost were drowned, but the majority were burned to death. Scenes on the deck of the burning ship were most painful. The only American aboard was Mr. Whitekin, an engineer of Philadelphia, and he was saved. The ship carried a valuable cargo and $300,000 in treasure, and will be a total loss.

ANOTHER STEAMER LINE.

MEXICO CITY, Sept. 30.—It is persistently rumored that C. P. Huntington will push the construction of the Mexican International road from Durango to Mazatlan and put on a line of steamships from that port to Honolulu, which would greatly shorten the distance between Atlantic coast cities and Hawaii. The Mexico Pacific and Cuernavaca railroad is probably to be pushed on to Zihuatanejo on the Pacific Coast, where there is an admirable harbor, which is described in the United States Hydrographic survey reports. The State of Guerrero, which the road has opened up, proves to be even richer in minerals than had been supposed, abounding in gold and other deposits, including excellent coal. Many Americans are taking up properties in that State.

THE RIO AT PORTLAND.

PORTLAND (Or.), Sept. 29.—The United States transport Rio de Janeiro arrived this evening from San Francisco, and it is understood she will sail next Tuesday for Manila with two battalions of the Thirty-fifth Infantry.

THE AUTOMOBILE

Makes Its Appearance in Honolulu.

Seen on King Street Yesterday Afternoon for the First Time—Excites Much Comment.

(From Monday's Daily.)

Hon. H. P. Baldwin's automobile, the first to be seen in the Hawaiian Islands, was given the first trial yesterday afternoon, and it was a very successful one. E. D. Tenney was in charge of the machine and handled it as though he was used to it. During the trip from his residence to King street and out along Punahou street the vehicle was tried at three different rates of speed, first at four miles, then at eight, and on Punahou street at fourteen miles an hour. It worked most smoothly and easily at all times, was well under control, and, a most important point, it appeared to excite no undue attention from horses, though it was amusing at times to note their drivers' preparations for the expected calamity.

In Paris and London motor vehicles are as common as cable and electric cars in San Francisco. France and England are away ahead of America in the adapting of them to every-day practical purposes, and society on the Continent has what might be awkwardly called automobilemania, so furiously has the fad taken hold upon aristocratic fancy. In France there is an automobile club with nearly 2,000 members, some of whom have traveled thousands of miles in their own motor conveyances. In fact, a big part of Europe has been explored by horseless contrivances of every sort adaptable to a road journey or the climbing of mountains.

Few people have any idea of the scope of the motor vehicle. There are no less than 200 different types of them in actual use in America, and fully 100 of these have different methods of operation. Nearly $400,000,000 has been invested in America within the past year in factories for the construction of automobiles. These are running day and night to fill rush orders for carriages, trucks, delivery wagons, coaches, tricycles and other vehicles. Chicago has a motor ambulance. A motor gun-carriage is being made for army use, and there is every likelihood that automobiles will entirely replace the mountain stage lines of California.

New York has only a hundred or so of electric cabs, but there are nearly ten times that number scudding about the streets of Paris.

As to the motive power of automobiles, France has a preference for gasoline, England for steam and America for electricity.

Little is known by the average reader about the way in which motor vehicles are operated. There is a general impression that danger exists from possible explosions. This is not the case. The automobile cannot explode. Moreover, it is built to climb hills with the same facility that it covers a level road. Its speed varies from two to twenty or more miles an hour. Yet so simple is the mechanism that a person of intelligence and judgment who desires to become a "driver" can learn it in an hour.

The advantages of the automobile are its safety, its noiseless movements, its freedom from odor and vibrations. Its disadvantages are its heavy weight, owing to storage batteries, its cost, and the fact that it can run only a limited distance without being recharged.

Motive powers beside electricity, gasoline and steam now being experimented with on the Mainland are compressed air, carbonic acid gas and alcohol.

The storage battery for an electric vehicle weighs from 500 to 1,500 pounds. In weight the vehicles in which electricity is employed vary from 900 to 4,000 pounds. A phaeton will weigh the greater part of a ton. A lever under the hand of the driver controls the electrical current that operates the vehicle, rings its gong and lights its lamps. Recharging must be done every twenty miles or so, the limit being thirty. A family carriage operated by electricity can be had for $2,000. The maintenance of storage batteries yearly varies from $50 to $300, according to the weight of the vehicle and the use to which it is put. When an automobile suddenly stops the driver knows that his current is gone a-glimmering. He must then communicate with the central office, which sends out a cab to drag him to the nearest charging-station. An owner can have his own charging-plant if he chooses to pay five or seven hundred dollars for it.

Gasoline has been found the most practical of motive powers for long-distance rides, propelling a carriage through any weather, however severe, and over the worst of roads. Its speed, also, is almost unlimited. It is claimed that gasoline power is cheaper than horse power.

For heavy vehicles steam is very successfully used.

Truck traffic will doubtless be in time entirely the work of automobiles, performing the work of dray horses without noise and with the occupation of less room upon the crowded streets.

To the French are we indebted for the baptism of the new invention as "automobile." In England they prefer to call it the "auto-car." Americans refer to it as the "horseless carriage" and "motor vehicle." These names ought to be improved upon by something which shall be at once simple and easy of speech.

John A. Logan, son of Gen. John A. Logan, who ran on the Presidential ticket with James G. Blaine, in 1884, is a major of the Thirty-third Infantry, which is aboard the transport Sheridan.